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## PROGRESS IN ELECTRIFICATION OF SOVIET RAILWAYS -- Moscow, Trud, 24 Nov 53

In 1953, hundreds of kilometers of railroad line were electrified. Electric trains are now running between Domodedovo and Barybino, and between Moscow and Serpukhov on the Moscow-Kursk-Donbass Railroad System.

The electrified section from Kulomzino to Moskovka, Omsk Railroad System, is being prepared for operation. This line will provide service for the industrial areas of Omsk. The electric trains which will operate over the line are made at the Riga plant.

The erecting work has been completed on another section undergoing electrification on the Omsk Railroad System -- the stretch from Chulymyskaya to Barabinsk.

Trial runs of electric trains have been made on the line from Boyarka to Vasil'kov on the Southwestern Railroad System.

A great deal of work is now being done in the electrification of a number of sections of the Transcaucasus, L'vov, Omsk, and other railroad systems.

Two lines of the Moscow rail center, from Kryukovo to Klin and from Barybino to Kashira, will soon be ready for electrified operation.

The suburban traffic of electric trains is opening at Brotseula and Tskhaltubo in the resort area of the Caucasus.

Electrification is to be extended on the Tomsk, North Caucasus, and Transcaucasus railroad systems. Electric trains will also be operating soon on the sections from Aprelevka to Nara, Moscow-Kiev Railroad System, and from Moscow to Ryazan' on the Moscow-Ryazan' Railroad System.

It is planned that during the Fifth Five-Year Plan electrification of the railroads will be four times greater than during the Fourth Five-Year Plan. The longest extension will be the Novokuznetsk-Inskaya-Omsk-Chelyabinsk-Dema line, a distance of 2,000 kilometers.

Moscow, Vechernyaya Moskva, 14 Nov 53

The suburban section of the October Railroad System extending 51 kilometers is being electrified. Most of the reinforced-concrete foundations and metal posts have been erected. The contact wire has been erected along the whole stretch except at the Klin and Pokrovka stations and from Podsolnechnaya to Pokrovka.

Eighteen reinforced-concrete passenger platforms have been under construction along the line and 11 of these are completely finished. At the Trolovskoye Station and Stop Kilometer 582, the platforms have already been erected and will soon be covered with asphalt.

UKRAINIAN RAILROAD WORKERS COMPLETE YEARLY CONSTRUCTION PLAN -- Kiev, Pravda Ukrainy, 11 Nov 53

The Ukrainian Administration for the Mechanization of Construction Operations of the Ministry of Railways USSR has fulfilled the yearly plan for railroad construction by 110 percent.

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PROGRESS AND PLANNING IN CONSTRUCTION OF RAILROAD FACILITIES -- Moscow, Vechernyaya Moskva, 14 Nov 53

In connection with the growth of container shipments in the USSR, the number of points for the reception and dispatching of package freight is being increased. One hundred such points were to be opened in 1953, and in 1954 twice as much freight will be hauled in containers as in 1953. The construction of 130,000 containers is contemplated for 1954 whereas only 100,000 containers have been built in the past 17 years.

Alma-Ata, Kazakhstanskaya Pravda, 15 Nov 53

Construction workers are finishing construction of passenger station buildings at Yeremen'-Tau, Ekibastuzgol', Kalkaman, and Pavlodar stations on the recently completed Akmolinsk-Pavlodar railroad line.

Kiev, Pravda Ukrainy, 26 Nov 53

Leaders of the Southern Railroad System are planning to equip 74 stations for the handling of less-than-carload consignments carried on local trains. Transfer and forwarding service is also to be extended to enterprises, institutions, and individuals.

The construction of freight warehouses is planned for 96 stations. The first to receive the new warehouses are the Lozovaya, Romny, Lubny, and Khar'-kov-Tovarnyy stations.

Loading-unloading points are to be equipped with various types of cranes, fork-lift trucks, and motor trucks. The loading and unloading of above-normal weight trains and container cars will be completely mechanized.

TIME CHANGES ON BALTIC SYSTEM -- Tallin, Sovetskaya Estoniya, 9 Oct 53.

For the convenience of passengers, the Tallin Division of the Baltic Railroad System introduced on 7 October 1953 partial changes in the schedule of electric trains No 318 and 373 operating on the Tallin-Pyaaskyula line.

Train No 318 leaves Pyaaskyula on the old schedule. However, the train leaves Nymme at 0709 hours, Rakhumyae at 0713 hours, Yarve at 0717.5 hours, and Tondi at 0722 hours. The train arrives in Lillekyula at 0726 hours and from this point on follows the old schedule.

Train No 373 leaves Tallin at 1815 hours (instead of 1807 hours), Lillekyula at 1818.5 hours, Tondi at 1822 hours, Yarve at 1824.5 hours, Nymme at 1831 hours, Kihu at 1833 hours, and Kivimyaie at 1835 hours. The train arrives in Pyaaskyula at 1837 hours.

PASSENGER TRAINS MAKE RUN WITHOUT HELPER ENGINE -- Moscow, Komsomol'skaya Pravda, 9 Oct 53

An engineer of the Sukhumi Terminal, Transcaucasus Railroad System, was the first to operate a train on the stretch from Sukhumi to Sochi without the aid of a helper engine. Now all of the passenger locomotive engineers operate their trains on this stretch without helper engines. Because of this, more than 300,000 rubles will be saved annually.

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